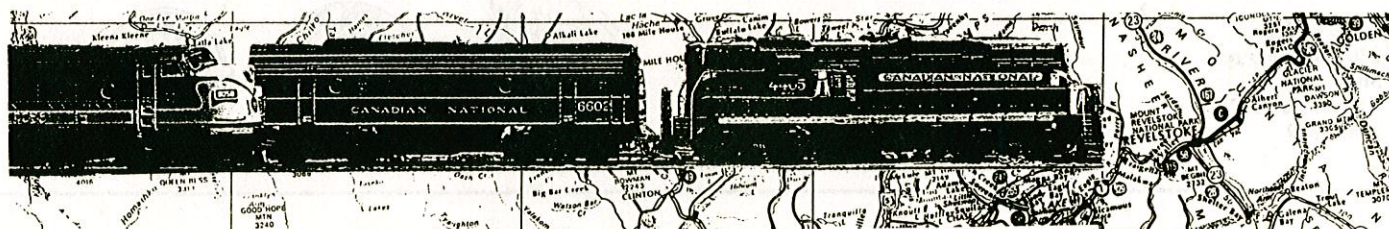
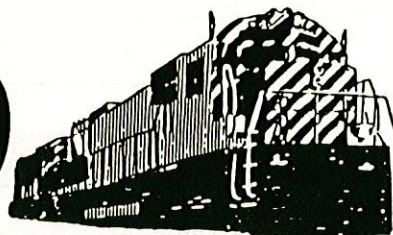
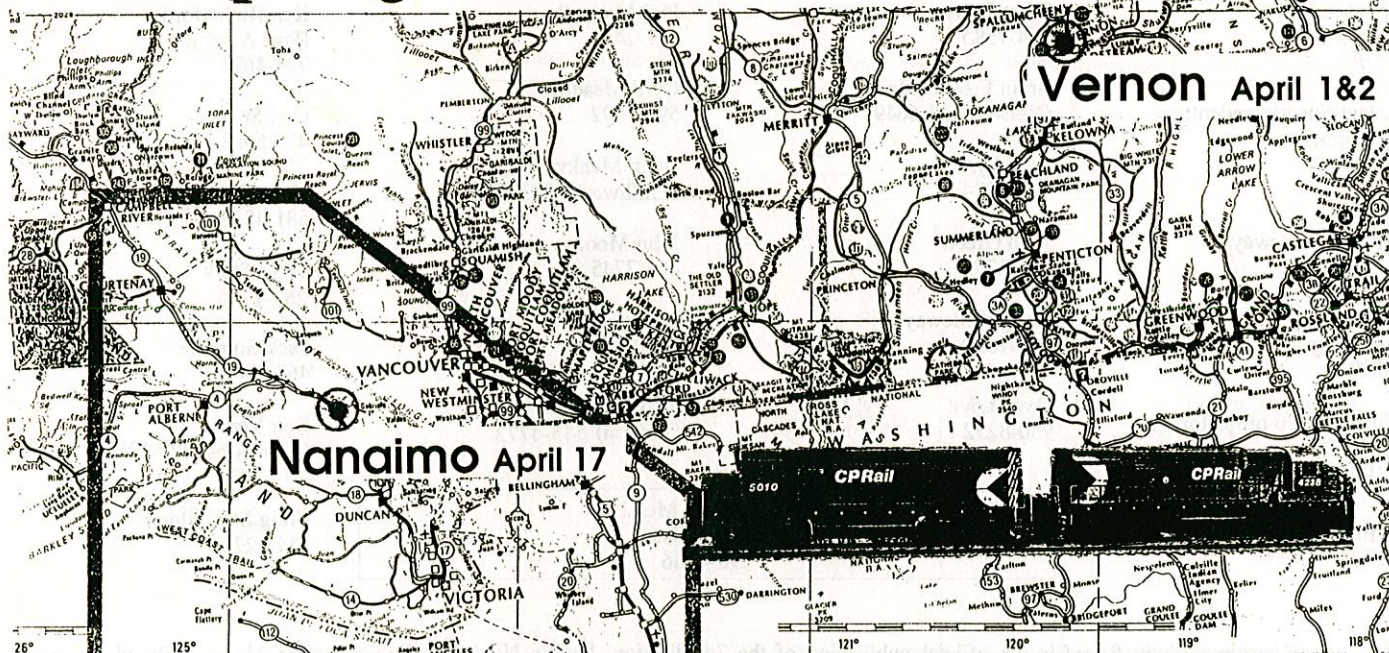


BULLETIN BOARD



It's Spring Meet time again!



Official publication of the Seventh Division, Pacific Northwest Region,
National Model Railroad Association.

LAYOUT TOURS ARE HERE AT LAST

National Model Railroad Association

- | | |
|----------------------------------|-----------|
| () Affiliate (No NMRA Bulletin) | \$10 (US) |
| () Regular, one year | \$20 |
| () Regular, five years | \$80 |
| () Sustaining, one year | \$40 |
| () Sustaining, five years | \$160 |
| () Life membership | \$400 |
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| () Family, five years | \$16 |

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Pacific Northwest Region

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(if not applying for same now): _____

Expiry Date: _____

PNR membership no. if renewing: _____

- | | |
|---------------------------------|-----------------|
| () Regular | \$8 (CDN) |
| () Family | \$1.50 per name |
| () Life | \$160 |
| () Associate (non-NMRA member) | \$8 |

Total Canadian funds enclosed: _____
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7th Division Associate only: available for two years or until 21st birthday, whichever is longer.
(Not a membership; provides Bulletin Board subscription and members' admission rates at Division functions only)



\$8.00/year

If under 21, give date of 21st birthday: _____



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The *Seventh Division Bulletin Board* is the official publication of the 7th division, Pacific Northwest Region of the Model Railroad Association, and is published six times a year, in January, March, May, July, September, and November. It is distributed to all members in good standing.

The *Bulletin Board* is solely the responsibility of the editor, and editorial opinions expressed do not necessarily reflect those of the Standing Committee, or the organization's policies.

Correspondence and contributions are solicited, and may be sent to: Editor, *7th Division Bulletin Board*, 9300 Ryan Crescent, Richmond, B.C. V7A 2H2. Closing date for each issue is the 12th of each month preceding publication. All other correspondence relating to the 7th Division should be forwarded to the Superintendent.

Editor:
Phil Magnall

Page One: US members and other matters

We are as guilty as anyone of often referring to the Seventh Division as the "B.C. branch" of the NMRA or some similar label, but that does a disservice to members in the territories and Alaska, especially when you consider that for most of them the *BB* (and perhaps the video library of late) is about the only tangible benefit they receive for their eight dollars a year. And yes, we do have members in Alaska - two, in total, and last month, one of them wrote to us.

Ed Henson, brass hat of the Southern South Eastern Shuttling and Switching System in Sitka, sent an amiable missive on the impressive stationery of that line, and we thought we'd share some of his comments and questions with our readers:

"First, long overdue thanks and kudos for a neat little publication - I'm one of those silent appreciative readers. Much of what you write of, mention, or allude to - meets, chats, geography, etc. - are foreign to me (literally!), but nonetheless all subject matter is interesting, informative, and enjoyable."

Now consider how many B.C. or even Lower Mainland modellers don't think there are enough benefits to make membership worthwhile!

"Will we have patches of our new 7th Division logo? And/or cut available for passes, stationery, switch lists, etc.?"

Not a bad idea, Ed! If the SC goes for the patch idea, we'll send you one free. And a good copy of the logo is on its way.

Ed is also after some help. Much of his letter details his use of colour-coding in operation, much as described recently in the *BB*. In addition to the coloured dots, Ed uses adhesive letters and numbers manufactured by "Vesoc", formerly of Bloomington, Illinois. His latest letters to the firm have generated no response, and his supply is fast diminishing, so if anyone knows where Vesoc went, or who manufactures their line if they're gone, Ed would like to hear from you. Write him at P.O. Box 3187,

Sitka, Alaska 99835-3187.

Finally, we would like to note that Ed renewed his membership this month with \$8.00 in US funds:

"Right - that's \$8 CDN, but put the extra shekels in your treasury - you're worth double that!"

And having members like you is worth a lot more, Ed.

You may have noticed, as we have, a new "class" of product on the MR market of late, particularly if you're in N scale. In the traditionally expensive area of molding or casting, new methods are lowering the initial set-up cost to where short runs and even custom runs of things like car kits or locomotive shells are practical. Thus we're seeing Chooch come out with an O scale urethane (!) GE centrecab body for Northwest Short Line's drive, Al Westerfield producing super-detailed specific-prototype epoxy boxcars, and V-Line marketing a styrene FM Erie-built shell for N scale PA-1s. And, should you check the classifieds in hobby magazines, you'll find some people offering to reproduce body shells or other parts from your own original!

By cold-casting such materials as metal-filled epoxies in silicone rubber molds, the appealing possibility of making one model of your favourite unavailable body shell and getting 20 copies made becomes a reality. Last year we made a small diesel body from two scrap N scale shells to create a generic centrecab which would fit an available Kato chassis, and had a run of copies made for resale. They were a hit, particularly at the Eugene National where they "debuted"!

The reason for bringing this subject up is twofold. First, we see exciting possibilities for modellers to share the results of their own and of friends' efforts to painstakingly model much-desired but unavailable items. It may well be practical to recoup the cost of your own requirements of body shells by contracting an economically sized run and selling most to friends and/or through want-ads. Second, we'd like to hear from anyone who has had experience dealing with these "custom casters". Who did you deal with? What kind of price and quality were involved? What should you do or avoid when making an original? We'll print any comments or recommendations we receive.

We haven't made that time-honoured plea for contributions for a while now, but our "stocks" of articles are once again non-existent. And it's not only articles we're after; photos of unusual prototypes or a model you made, fillers, quick hints, product reviews, artwork, plans- original or otherwise, and good old letters-to-the-editor are all eagerly accepted. We will make one caveat, however: we have, at last, had to pass on a couple of submissions which arrived in the mail because they were, well, just a little too rambling and chatty about what someone was doing one day when so-and-so dropped by and what a great guy he is, which reminds me of the time... and so on. We enjoy dispatches from the far reaches of the Division, but remember to include enough news or information that most readers will get something out of it.

Phil

From The Superintendent's Desk

Gordon Varney, MMR

This will be short, as I have just returned from an extended vacation in Arizona and southern California. Don't you believe it when you are told how warm it is down there in January! However, even though it was about 15° cooler than normal, it was still warmer than here.

I stopped off on the way home to visit my sister in Santa Cruz and took a quick look at the Roaring Camp and Big Trees at Felton. For those not familiar with the name, the RC&BT is a three-foot gauge excursion train operation which runs four or five miles up into the redwoods using two Shays and a Heisler for power.

Last year, they started running an excursion from Felton to Santa Cruz using the old Southern Pacific standard gauge line and an ex-Santa Fe General Motors GP7. About five years before that, the RC&BT obtained a standard gauge Climax in very poor condition. This engine is presently being rebuilt and is hoped to be in operation by summer to replace the Geep. If you are in the San Francisco area, I am sure you would enjoy a visit to this fine operation.

Tom Beaton attended the PNR mid-year board meeting as my proxy, and I give the following short report of same:

- The PNR is in good financial condition with 624 PNR members out of 1574 NMRA members residing in the Region. Watch for a membership drive.

- All divisions are very active.

- PNR conventions are scheduled for Seattle in '88, Portland in '89, and Boise in '90.

- Jim Whaley reports that so far this year, 7 Gold Spikes, 5 merit awards, 2 master awards, and one Master Model Railroader award have been submitted from the Region.

- Photo contest rules will be published in the Switchlist, and slides will be included in future PNR photo competitions.

- No one expressed interest in hosting the '91 or '94 NMRA Conventions.

As a note of interest, did you know that the Seventh Division of the PNR is by far the largest division in area in the NMRA? It is composed of:

B.C., with 293 NMRA members; Yukon, with 2 members; Northwest Territories, with 5 members; and Alaska, with 38, for a total of 338. About 200 of those actually belong to the PNR.

That's it for now. Hope to see you in Vernon!

Gordie

Workshop Words

Carl Sparks

Note: the March Workshop only is changed to the first Sunday from the second to avoid conflict with the Western Rails show.

The March Workshop will be held on Sunday, March 6, in the Oakridge Auditorium, starting at 1:00 PM, and will be presented by members of the

Top Link Society, who specialize in British railway modelling.

Many static displays, very possibly an O gauge layout, and several tabletop clinics including white metal soldering and locomotive chassis construction are planned.

The April 10 Workshop will be a participation event on working with styrene. A slide presentation will show the techniques involved and basic "kits" will be available for those who wish to construct a small building in N, HO, or O. Builders should bring along tools and a work light, and enjoy!

Video Library Update

Carl Sparks

Many PNR Seventh Division members, including some from the Kootenays and the Okanagan, have made use of the Video Library and we have had good reviews of the tapes.

Any Division member or associate in good standing may borrow tapes on a no-charge basis. For the list of titles available see you January 1988 Bulletin Board. If there is enough interest shown, we will be able to add new titles, so come on, you rail-video fans! Keep those tapes circulating!

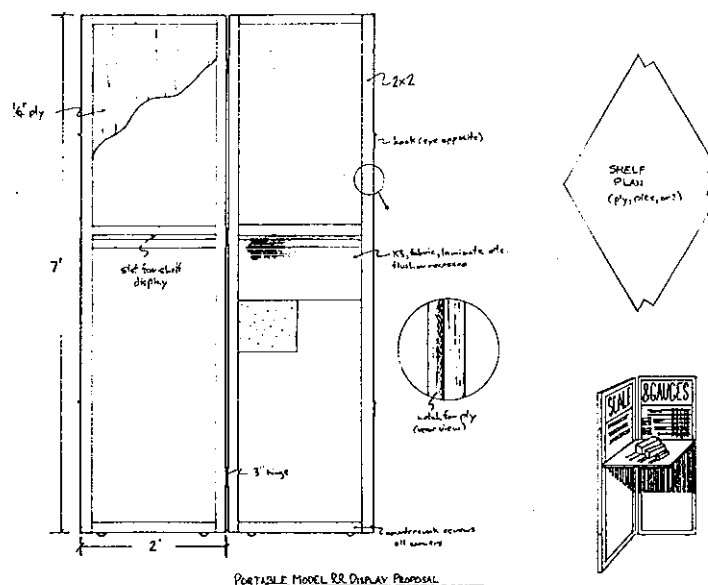
Calling All Carpenters...

Some time ago, the Seventh Division Standing Committee gave approval to the idea of constructing several portable display units aimed at familiarizing uninitiated train show visitors with some of the basics of the hobby. Each of these bifolding panel pairs would cover subjects like basic wiring, scenery techniques, scales and gauges, or prototype operation through use of text, photos, drawings, and actual models and materials.

To date, only one, to cover scale and gauge, has been started, and the SC is looking for volunteers with woodworking skills to knock one or more of these together, with materials paid for by the Division. If you wanted to take one all the way to com-

pletion, the SC would assist with, and approve the design of, the work to ensure compatibility between all panels, but what are needed most are the basic panels themselves.

If you can help out, your efforts would be appreciated and recognized. Just contact any SC member to express your interest.



Division Spring Meets on Arrival Track

Vancouver Island: The 4th Annual Mid-Island Spring Meet is set for Sunday, April 17th, in Nanaimo. The location has been changed this year to a site just south of town, instead of north: the Bowen Park Complex at 500 Bowen Road. The show opens at 10:00 AM and runs until 4:30 PM, with admission prices of \$2 for Division members/associates and \$3 for non-members.

Attractions and events will include clinics, modelling in all scales, videos, modules, swap & shop area, and popular vote contests for favourite train, building, locomotive, revenue car, non-revenue car, and module. New this year is the favourite diorama category, which can be entered with any portable scene of 144 square inches or more. Visitors are invited to bring along displays, contest entries, videos, and anything else they would like to share.

For further information, contact either:

Rick Lord, 724-4205, or

Ken Rutherford, 724-4698.

(Both Port Alberni numbers)

Vernon: "Trains are Great in '88"

The annual Seventh Division, PNR Interior Spring Meet will be held in Vernon this Easter weekend, April 1 & 2. The Vernon Club (NOMRA) is lucky to have as co-hosts the fellows from Salmon Arm (SARA) along with Kelowna and Kamloops. Again we are fortunate enough to have engaged the Vernon Lodge Hotel with its 9,000 square foot ballroom as our activity centre.

Registration and set-up opens at noon, Good Friday, April 1, 1988. The module groups from Kelowna, Kamloops, and Vernon will be in attendance, as well as smaller dioramas from Salmon Arm, the Train Gang, and Forsythe-Pool.

Self-directed layout tours will be open Friday. This year we will have approximately eight for your constructive criticism. Due to advances in layout design, notably from the layout design SIG, many local layouts are either new or extensively reworked with the result that some are still early in their scene-nicking evolution. *Onboard* carrier control and sound will be found on many layouts.

A no-host supper, a most popular event during past meets, will be held Friday evening, and followed by slides, videos, and a movie show-and-tell at the Lodge. Bring your favourite show; we'll provide machinery.

On Saturday the meet begins at 8:30. Clinics start at 9:30 and run until 2:30, and include such names as Varney, Green, Forsythe, Quain, Edwards, and Hansen. You will enjoy the quality. A full Railette program is also offered on Saturday.

Doors open to the public at 1:00 PM. Car rolling and engine pulling contests will be held during the afternoon. A raffle draw for several good prizes will take place at the banquet at 7:30, followed by "news" courtesy of CP Rail.

We are offering a **\$5.00 rebate** on all full fares if you bring anything for display. If you are a Seventh Division member or Associate, the fee is also reduced five dollars, so that if you register by March 15, your full fare cost can be as low as \$17.00!

Come and join us!

JACK ROUTLEDGE - REGISTRAR

RR #4, Site 15, Comp 9

Vernon, B.C. V1T 6L7

(604) 545-5678

...and not to forget the rest of the family

Lynette Smith

Ladies, come to our Spring Meet in the Vernon Lodge. Bring a sample of your favourite craft or hobby or a special recipe and share in our Show and Tell luncheon.

Kids, come with Dad to the meet and enjoy movies, a colouring contest, and pizza!

SEVENTH DIVISION, PNR, NMRA INCOME STATEMENT FOR THE PERIOD JANUARY 1 TO DECEMBER 31, 1987

Revenue:

Workshops	357.86
Donations	425.99
Swap Meet	595.78
Interest	270.22
Trains 87	3421.47
Conventions	914.54
Legal Trust	30.90

TOTAL REVENUE \$6016.76

Expenses:

Bulletin Board	1323.62
Postage	648.95
Workshops	442.79
Miscellaneous	403.51
Service Charges	158.88
Trains 87	698.43
Advertising	442.20
Displays	657.68
Legal	615.62
Video Library	36.72

TOTAL EXPENSES 5428.40

NET INCOME \$ 588.36

MAIL CAR



I was pleased to see Steve Stark's letter in the January issue, and more pleased to see that his comments have Seventh Division endorsement. But I am puzzled.

In recent years, NMRA Engineering has consistently displayed a complete absence of technical integrity and administrative sensitivity towards N scale by:

- Rigging the vote (by suppressing data) on the RP25 wheel

- Originally proposing module standards which have no resemblance to established NTrak practice

- Subsequently (and under duress) revising those proposals, but in such a manner (as Steve describes) as to still avoid compatibility.

On the evidence, then, it is clear that the NMRA has been acting against the interest of N scalers in a manner which is long-standing, consistent, devious, and deliberate. This policy (if not the results) should be of concern to all thinking modellers regardless of primary scale interest.

Why then does the Seventh Division continue to encourage membership in, and support of, the NMRA? Time spent in jingoistic boosterism could be put to better use raising pure bloody hell and rattling some cages in the upper echelons. Or rebuilding it along the lines suggested in my not-yet-published submission of a few months back.

Jim Stevens

It has come to our attention that ballots mailed in for the NMRA standards vote have been arriving in shreds in Chattanooga. We strongly recommend you enclose yours in an envelope.

Green Light Given for Layout Tours

Brian Morgan

This the first call for the 1988 set of Seventh Division layout tours. Tour #1 will be run on Sunday, March 20, and Tour #2 on Sunday, May 1, both from 1 PM to 4:30 PM. The following is a very brief summary of the layouts to be visited:

TOUR #1 (Vancouver area):

Canadian Pacific Wee Line: CPR prototype railway set in the 1940s, and featuring handlaid track and scratchbuilt structures

Capilano Western Railway: The HO scale layout of the Vancouver HO Model Railway Club. The club also features the narrow gauge Snow Cap Mining and Timber Company.

Coquihalla Valley Railway: Well, the name should tell you where, and that it's another CPR prototype layout. It is set in the 1950s, and is HO scale.

Esquimalt and Nanaimo: Vancouver Island is the setting, except that this time it is a very large N scale layout. The era is the late 1960s.

Seymour Valley Logging and Railway Company: This is an HO scale logging railway set on the west coast of B.C. during the 1930s.

TOUR #2 (Burnaby/Coquitlam/New Westminster area):

Birch River and Coast Railroad: Located on the Canadian Prairies, during the mid-1960s. It's HO scale, with the CNR as the prototype.

Burlington Northern Selkirk Division: This is an N scale layout set in the early 1970s. Mainline operation is its theme.

Cedar Ridge Mine and Timber Co.: A Pacific Northwest logging railroad in On3, with a 1940s era.

CPR Revelstoke Division: HO scale, set in 1945.

The name says it all: Canadian Pacific in the Revelstoke, B.C. area.

Canadian Pacific Railway: This HO layout models the Okanagan and Kootenays in the 1950s.

How do you get on these tours? First of all, you *must* be a member or associate of the Seventh Division and have a *valid membership card*. Members of your immediate family (spouse and children) may accompany you.

To control the number of people on these tours (84 maximum), we request that you pre-register for Tour #1 and Tour #2. You may register at the Second Sunday Workshops at Oakridge, or by phoning 325-6204 from 7 to 9 PM. Registration will be on a first come, first served, basis.

On Sunday, March 20, from 12:30 to 1:00 PM, those persons signed up for Tour #1 should be at the parking lot on the south side of Burnaby Central Park, off Imperial. As groups of 10 to 12 persons are formed, they will be dispatched in "convoys" with a tour guide. Volunteer car pools will be encouraged. Tour #2, on Sunday, May 1, will use the same time and location.

Please be there on time. If you have several friends going on these tours, why not double up in one car? Also, make sure you have a full tank of gas and a good city map.

Vancouver HO Model Railway Club 1987 Review

John Green

At the recent Annual General Meeting of the VHOMRC, the following members were elected to serve as the club executive for 1988:

President: Mark Jones (597-1602)
Vice President: Anthony Craig (524-8005)
Secretary: John Green (325-6204)
Treasurer: Rod Pollok (327-5787)

At the end of 1987, the club membership stood at 25.

1987 was a very busy year for members of the club. The most visible result of their efforts is the replacement of the mountain area and spiral tunnel section of the layout. The new section was designed and approved back in 1985.

Following visitors' night at the end of February, 1987, we demolished and salvaged the old section of the layout, which dated back to 1965. Under the direction of Anthony Craig, new benchwork was raised by the middle of February. The first trains were operated over the new line between Richardson and the hidden yard via the new stations of Crawley and Nahatlatch in July. Some scenery had been brought to the stage of colouration and some vegetation in time for the December visitors' night. The club members are now looking forward to participating in the upcoming Seventh Division layout tours.

**Not yet a member?
Know someone who should be?
Now is your opportunity
to get in on the fun of
the 7th Division**

With the creation of 7th Division Associate status, anyone can "try it out" without the expense of joining the NMRA!

If you have never been a member of the 7th, or have not been for 5 years or more, you can enjoy all division level benefits such as free or reduced event admission, video library access, the *Bulletin Board*, and special members-only events for up to **two years** - or, if you're one of our younger enthusiasts, until your 21st birthday as a Division **Associate**.

The cost ? **Only \$8 a year**. When your allowable term is up, we hope you'll be enthused enough to become a regular member. See the membership form inside the front cover!

What a deal!

We would also like to take this opportunity to publicly thank the management and staff of CN Rail, especially Mr. Bob Hopewell and Mrs. Caroline Deitrich for their cooperation and support throughout the year.

7th Division Layout Summary

Brian Morgan

During the spring of 1987, the Seventh Division began compiling a list of members' layouts through a *Bulletin Board* survey, with 23 responses to date.

The majority of owners have shown a willingness to be hosts during one of our planned annual layout tours. So far, all layouts are in the Lower Mainland.

The following brief statistical breakdown of these layouts may be of interest to readers:

SCALE:

O scale.... 14%
HO scale.. 55%
N scale.... 32%

PROTOTYPE:

CPR..... 36%
CNR..... 14%
PGE..... 9%
Freelance. 32%
Other..... 9%

ERA:

1930s..... 14%
1940s..... 14%
1950s..... 41%
1960s..... 14%
1970s..... 5%

SIZE: (average in each scale)

O scale.... 190 sq. ft.
HO scale... 329 sq. ft.
N scale.... 352 sq. ft.

An interesting point here is that the smaller the scale, the larger the layout! Figure that one out...

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7TH DIVISION TIMETABLE



Please note we have now acknowledged the passing of 1987 and the arrival of the new year. -Ed.

March 6, 1988

7th Division Workshop: Guest hosts: BRMNA Top Link Society. See *Workshop Words* for details. Oakridge Auditorium, Oakridge Centre, 41st & Cambie, Vancouver. 1:00 PM to 4:00PM

March 6, 1988

"Rollin' Rails": Operating model railroads and equipment show. Frances Anderson Recreation Center, 700 Main Street, Edmonds, Washington. Admission: \$1.50 (under 12 free). 10:00 AM to 5:00 PM. Information: Roger Ferris (206) 283-0637

March 13, 1988

"Western Rails": 6th Annual railroadiana show. Not a 7th Division or NMRA event but advertised as Canada's largest show of its kind! Cameron Recreation Centre, 9532 Cameron Street, Burnaby, B.C. 9:00 AM to 5 PM. Information: 420-1292 or 421-3058

April 1&2, 1988

"Trains are Great in '88": 7th Division Interior Spring Meet, Vernon, B.C. See inside for details.

April 10, 1988

7th Division Workshop: Working with Styrene. A participation workshop. Time and place as March 6.

April 17, 1988

4th Annual Mid-Island 7th Division Spring Meet, Nanaimo, B.C. See inside for details.



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Sunday 12:00 to 4:00